U. S. PTO Customer

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Application of:

Serial Number: Filed:

Wang et al.

09/900,838

July 6, 2001

For:

Multiple Chamber Airbag and Method

Group Art Unit:

Examiner:

Unknown Unknown

LETTER TO THE DRAFTSMAN

Honorable Commissioner for Patents Washington, D. C. 20231

Sir:

Please substitute the attached 13 sheets of formal drawings for the 13 sheets of informal drawings submitted with the original application.

The cost of comparison, if any, can be charged to Deposit Account No. 04-0500. A duplicate copy of this sheet is enclosed.

September 14, 2001

Daniel R. Alexander

Attorney for Applicant(s)

espectfully requested.

Registration Number 32,604

Telephone: (864) 503-1372

CERTIFICATE OF MAILING

I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail in an envelope addressed to Commissioner for Patents, Washington, DC 20231, on September 14, 2001, along with a postcard receipt.

> Daniel R. Alexander Attorney for Applicant(s)

DUAL CHAMBER BAG

CURRENT BAG

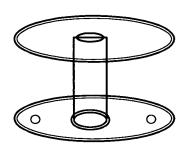


FIG. -1-

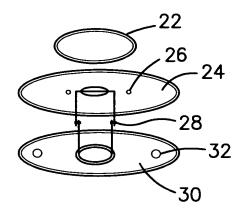


FIG. -2-

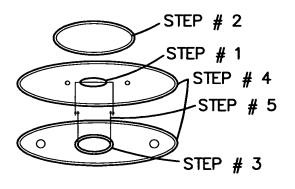
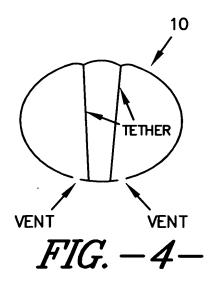


FIG. -3-



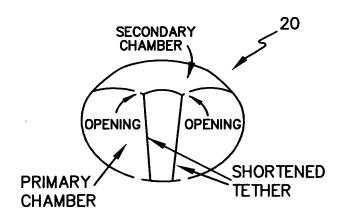
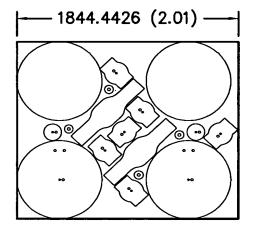


FIG. -5-

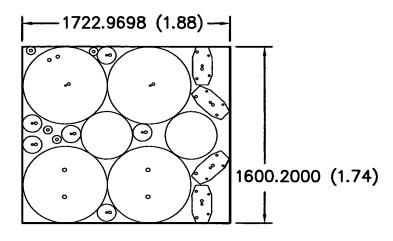
PRODUCTION FORD TAURUS DRIVER AIRBAG



USES 1.005 LINEAR YARD/BAG

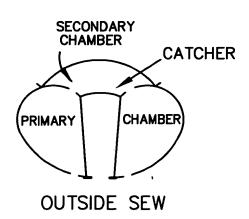
FIG. -6-

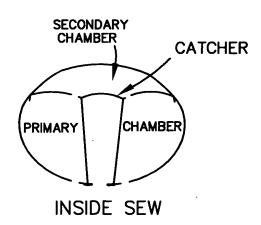
NEW TWO-CHAMBER DRIVER AIRBAG

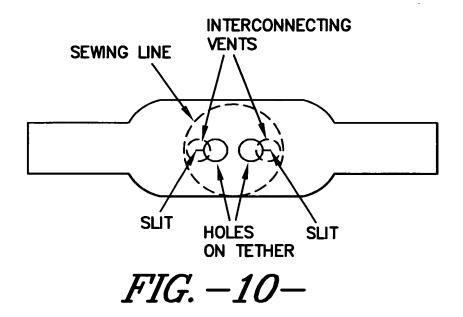


USES 0.94 LINEAR YARD/BAG

FIG. - 7-







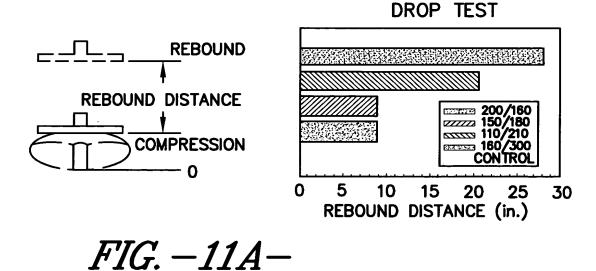


FIG. -11B-

hf Ah hi

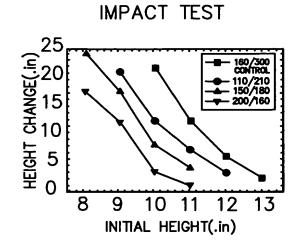
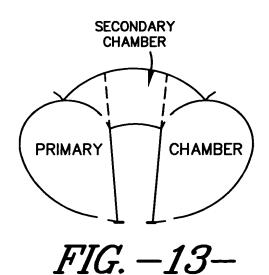


FIG. -12A-

FIG. -12B-



SECONDARY

FIG. -14-

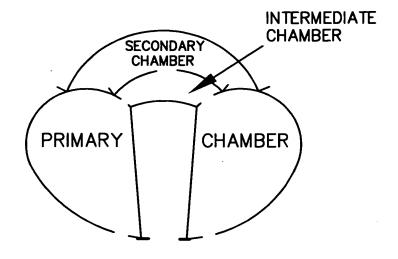


FIG. -15-

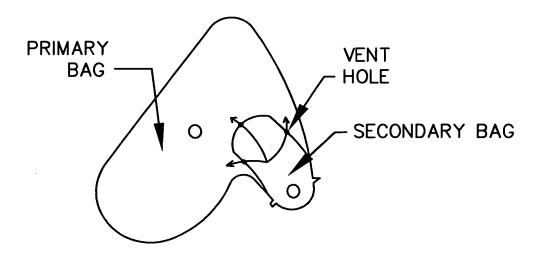
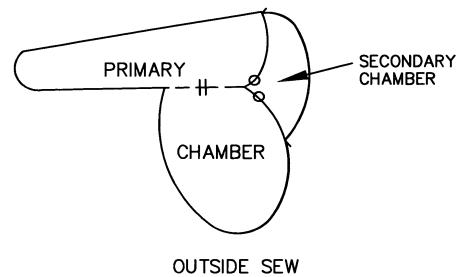


FIG. -16-



OO ISIDE SEW

FIG. -17-

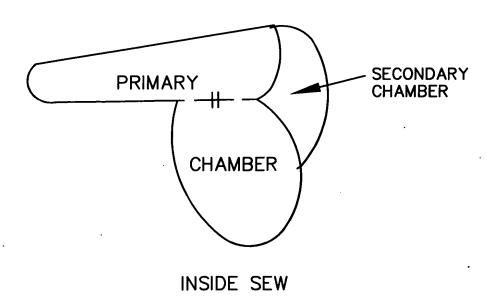
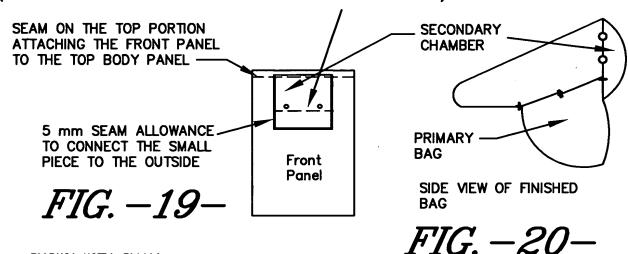


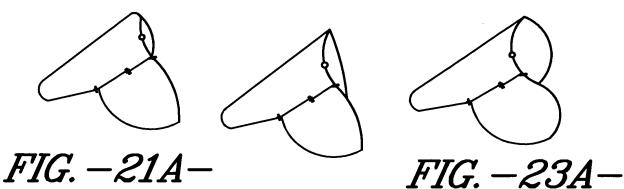
FIG. -18-

SEAM CONNECTING HALF OF TETHER TO FRONT PANEL (NOTE: THE SMALL SQUARE PIECE IS INDEPENDANT OF THIS SEW).



SHOWN WITH SMALL SECONDARY CHAMBER AT THE HEAD CONTACT PORTION

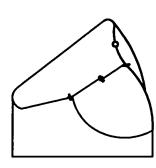
STAGES OF DEPLOYMENT



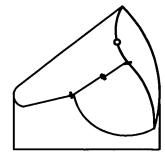
SHOWN WITH A LARGER SECONDARY CHAMBER ACROSS THE ENTIRE HEAD

AND THRORAX AREA

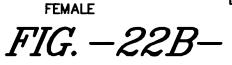
FIG. -22A-

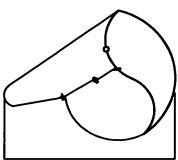


EXCURSION FOR 5 YR OLD CHILD



EXCURSION FOR 50 % OR SMALL FEMALE

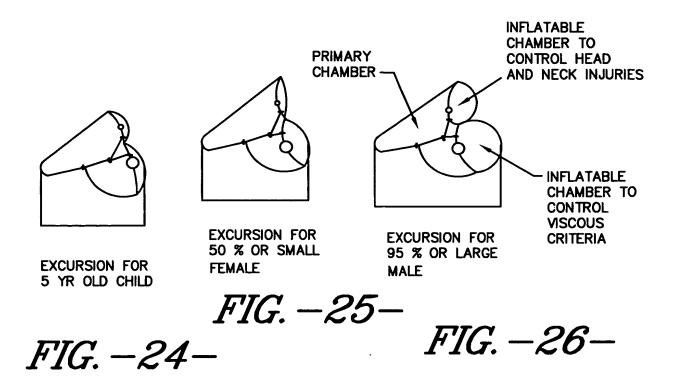




EXCURSION FOR 95 % OR LARGE MAIF

FIG. -21B-

FIG. -23B-



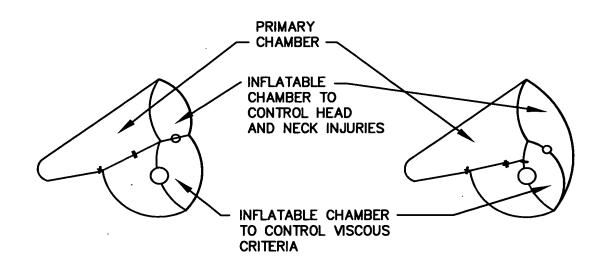


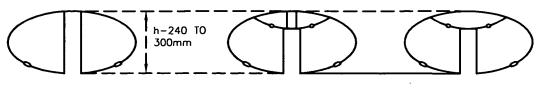
FIG. -27-

FIG. -28-

CURRENT BAG

OPTION #1 SMALLER PANEL SEWN ON THE INSIDE

OPTION #2 SMALLER PANEL SEWN ON THE OUTSIDE



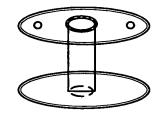


FIG. -29

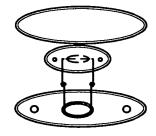
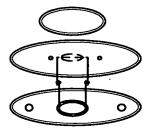
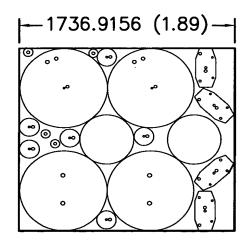
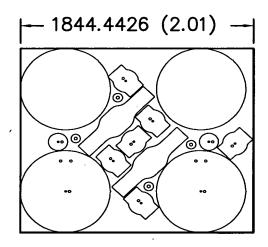


FIG. -30- FIG. -31-

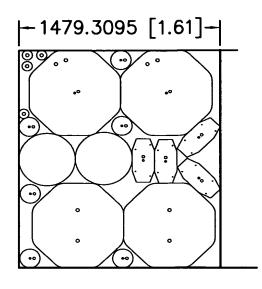


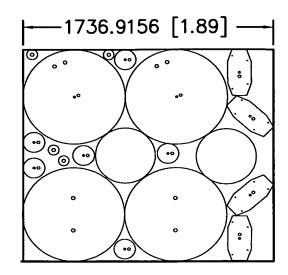


NEW AND IMPROVED BAG USES 0.94 LN.YDS PER BAG



PRODUCTION BAG USES 1.005 Ln.Yds. PER BAG





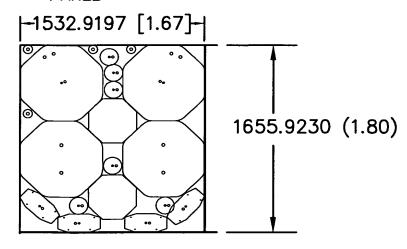
NEW AND IMPROVED BAG WITH OCTAGON SHAPED PANELS USES 0.805 Ln.Yds. PER BAG

FIG. -34-

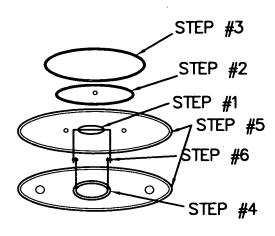
NEW AND IMPROVED BAG USES 0.94 Ln.Yds. PER BAG

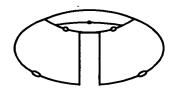
FIG. -35-

OCTAGON SHAPED OUTER PANEL



THREE CHAMBER AIRBAG





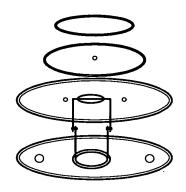
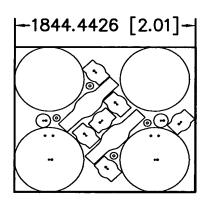


FIG. -38-

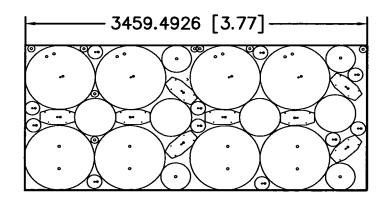
PRODUCTION FORD TAURUS DRIVER BAG

THREE CHAMBER AIRBAG



PRODUCTION BAG USES 1.005 Ln.Yds. PER BAG

FIG. -39-



NEW AND IMPROVED BAG USES 0.94 Ln.Yds. PER BAG

FIG. -40-

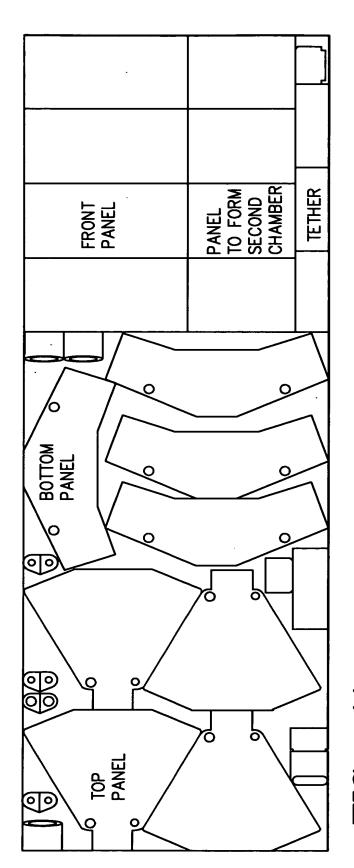
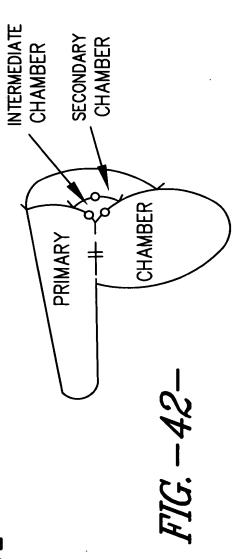


FIG. -41-



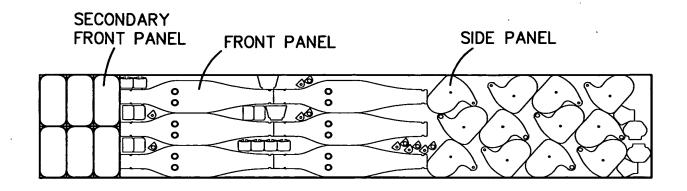


FIG. -43-

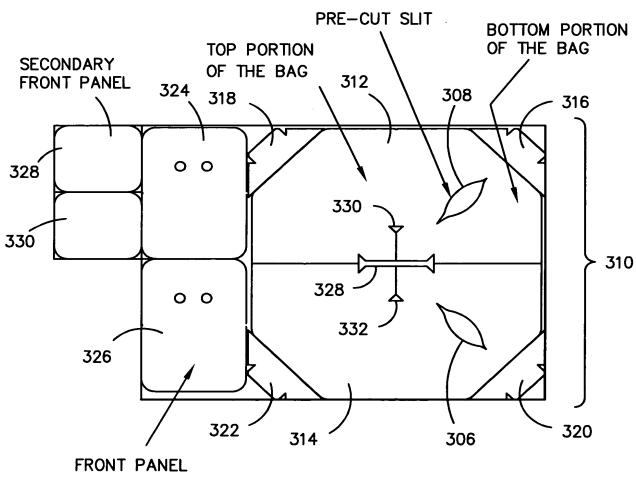


FIG. -44-